

Amendments to the Drawings

Please see the attached replacement sheets 2,5,6 and 7.

Remarks

Applicants acknowledge with appreciation the thorough examination of the application, the citation of the deficiencies of the specification, claims and drawings and the indication of the allowability of claims 9, 10, 18, 19, 21, 22 and 64. The specification and certain figures of the drawings have been amended to remedy various cited informalities. Claims 1, 20-23, 42 and 46 have been amended to remedy certain deficiencies, more clearly define the invention and distinguish the same over the references of record. Claims 2, 3, 9, 10, 24, 25, 53 and 55-66 have been cancelled. Favorable consideration of the remaining claims in the application respectfully is requested in view of the following comments.

With respect to the drawings, in submitted replacement sheets, 2 and 5-7, Figure 3 has been amended to include reference numerals 28a and 28b, Figure 6 has been amended to correct the lead line of reference numeral 40 and identify the brake disc with the reference numeral 33a in lieu of the reference numeral 90, Figure 7 has been amended to provide for reference numeral 40a to denote the opening in knuckle plate 40 and Figure 9a has been amended to replace the reference numeral 40a with reference numeral 40b.

With respect to the specification, the statement set forth on page 4, lines 4 through 8, is correct. Although the vehicle shown in Figures 1 and 2 is provided with five sets of wheels, only the first, second, third and fourth sets of wheels are steerable wheels as indicated in the statement. The pair of spaced arm portions 58 and 59 of the upper control arms recited on page 5, line 20 is shown in Figure 14 of the drawings. Page 6, line 6 of the specification has been amended to identify the knuckle plate in Figure 9 by the reference numeral 40b; in lines 15 and 16, the reference to Figure 9 has been deleted and reference is made to the end of half shaft 26; on page 8, line 12, the reference numeral of the bearing has been corrected to reference numeral 50 and on page 9, line 9, the reference to Figure 9 has been deleted and replaced with reference to Figures 5, 6, 7 and 9.

Reconsideration of the rejection of claim 1 on the grounds of a lack of an antecedent basis for "rotational axis" is requested. It would appear that the rim of a wheel inherently would have a rotational axis.

Independent claim 1 has been amended to include the limitations of claims 2 and 4, independent claim 23 similarly has been amended to include the limitations of claims 24 and 25 and claims 2, 3, 24 and 24 accordingly have been cancelled.

Regarding the antecedent basis for "the connections" in claim 8, such basis is the recitation of the "steering knuckle...having a first portion pivotally connected to said upper control arms..." provided in claim 1. Claim 9 has been amended to recite the passageway in the upper control and the steering knuckle being communicable with a source of pressure, and "an pressure" has been amended to recite "a pressure".

Claim 10 has been cancelled.

Claim 18 has been amended to recite the shock absorber having an end connected to the upper control arm. Attention is invited to reference numeral 92 in Figure 12 and the text on page 7, lines 26-28 of the specification. A similar amendment has been made in claim 20.

Claim 21 has been amended to delete the reference to a telescopic member and to recite at least one rod extendable through a guide opening in the extendable portion of the shock absorber; claim 22 has been amended to recite the spring being communicable with means for providing regulated amounts of air to the spring; claim 42 has been amended to provide for the passageway of the first and second support means and the wheel being communicable with a source of air pressure; claim 46 has been amended to delete "air"; claim 54 has been amended to include the limitation of claim 64 which has been indicated as allowable; and claim 53 and 55-66 has been cancelled.

Independent claims 1 and 23 have been amended to provide for the bearing disposed between the knuckle plate and the hub including cylindrical rollers, each having an axis inclined

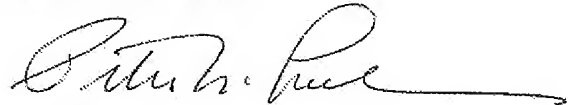
at an angle of 45° relative to the axis of the bearing, and inclined at an angle of 90° relative to a successive roller. Clearly, neither of the patents to Dengel or Yoshida discloses any such structure and none of the secondary references cited teach any modification of either of such primary references to arrive at claimed invention.

In view of the foregoing it respectfully is requested that the rejection of the remaining claims be withdrawn, such claims be allowed and further that the application be passed to issue.

The Director is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith, or credit any overpayment, to our Deposit Account No. 14-1437.

Dated: November 6, 2008

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter N. Lalos", with a long horizontal flourish extending to the right.

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